REALITIES OF INDIAN LIFE.

The Adventures of a Sioux Girl-An Old Pio-ucer's Story. A correspondent of the St. Paul Pioneer tells a story of Indian life on the northwestern frontier, which is better than the sensational dribblings of the imitators of Cooper who how full the weeklies with their lucubrations,

This narrative of facts says: -"Previous to the removal of the Sioux Indians from the country coded by them to the United States, west of the Mississippi, and counterlying on both sides of the Minnesota river, in the year 1852, a murder was committed by a young girl of that tribe, at a village on what was known as Lee Prairie, lying be-tween Shakopee and Belle Plaine. The girl was an orphan, and had been adopted by a family there, but having no near relative tesiding near to protect her, was subject to the most cruel treatment from the family; and, at the period spoken of more particularly, as the only one who had ever shown her any kindness (the wife of the old man) had died recently, a grown-up daughter now made her a perfect slave, making her perform the hard work and drudgery of the wigwam; and when, from theer fatigue, she was unable to perform the tasks allotted to her, would strike her senseless, and otherwise abuse her. At the time spoken of, she had accompanied her task mistress to procure fuel, and for some minor fault was, as usual, struck with a club in the hands of her tormentor. In a moment of rage she shot her through the heart. "Happan, on seeing what she had done,

immediately fied directly across the country, and reached Red Wing's village, at the head of Lake Pepin, where the thriving town of that name now stands, having some distant relatives at that place. But they, not wishing to get themselves into trouble, and not being powerful enough to protect her, she was barely tolerated; and the old man, father of the nurdered girl, hearing of our heroine's whereabouts, at once solicited and obtained the assistance of 'Thief,' a famous brave of his band, to go with him for the purpose of claiming and bringing her back.

"'Thief pledged his word that her life should be safe, but that she must return, he claiming the right to her services, to perform the duties performed by her who was now no more. 'But remember,' said 'Thief,' 'for your sakes and at your request her life shall be spared, and the spirit of the dead will be appeased by knowing that this has been done at the request of those who have always been our friends, and still will, I know, assist us in future; for I fear that the clouds are thickening over our people, and that we must soon leave this our home. The graves of our fathers mark, by their numbers, where we have been for many winters, but our places will soon be filled by the stranger; and when we reach our new homes I hope it may be well; but the cloud is too thick and black to penetrate beyond.' Knowing well that his pledge was inviolable, they were suffered to

"After a while, the old man, thinking his wigwam was too desolate without a wife to grace it, proposed to our heroine the honor of becoming the happy one, which was refused with disgust. His solicitations became so earnest, that at last the option was given to accept the honor intended her or death. Thief, seeing nothing but ingratitude, as he viewed it, in her refusal, after her life had been spared, which had been forfeited, refused to interfere in this matter, and she was thus left to her fate. But, having been brought up to rely on her own resources, very often having been obliged to seek, in the pursuits of the other sex, the means of satisfying hunger—she had become an adept n the use of firearms, which will account for the gun in her possession-the cause of her now again being obliged to flee for her life, which she had decided to do rather than be obliged to become the wife of one she loathed. "After her resolution to flee was taken, her first preparatory step was to change her cos-

tume to that worn by men. "It being the winter season, Happan reached 'Good Rood's' village on the ice, some nine miles above Fort Snelling. She was received with true hospitality, and, after partaking of food, she told them she was from Lac qui Parle, and belonged to the Wah-peton band of Sioux, stating that this was the first time she had been so far from home.

"One day, having joined a party who went to the Minnesota river to fish, 'Happan' suddenly beheld the avenger at her side. But seeing that she was not recognized, and entering into conversation with him, he inquired if she had seen a ranaway girl, the murderer of his daughter, whom he had once forgiven, but she had again deserted his wigwam, and now was determined to find her, and as she had not listened to his good counsels, she must perish, to appease the now wandering spirit of his dead daughter.

"She appeared to listen attentively to what was not new to her, and even encouraged him to prosecute his search, expressing indignation at such ingratitude, being of course very particular to use phrases in her conversation never used in speaking by a woman.

"Early next morning, without exciting any comment, she left, deeming it unsafe to remain any longer near her old home. The next point she made was Mendota, going to the house of a gentlemen there, telling, as before, that she was from Lac qui Parle. gentleman referred to has often spoken of the dustry evinced by her in performing outdoor labor. She carried out the plan of her guise admirably, never refusing to do anything required.

"One night one of the Indian women havg business in her room, when she was leep, became satisfied that she was not what she appeared to be, and next morning, with her natural quick perception, finding her disguise had been discovered, she suddenly dis-

While a party of Winnebago Indians from Long Prairie, on the Upper Mississippi river, were on a visit, or on business with the Superintendent of Indian Affairs at St. Paul, then a small village, one morning a Sioux, famous Paul, or Maggah-koo-tay-mannee, who worked so faithfully in 1862, during the errible Indian massacre, and assisted in savng so many white women and children captives, appeared in the village.

"He told me of a girl who had committed a murder, etc., relating all the incidents that I have here attempted to relate; adding, that when she had left Mendota, the idea at once eized her that, as she would now soon be known, made it a necessity of trying some

other disgnise. "The Winnebagoes being down gave her the cue, and she applied the Winnebago paint, and had passed two days at 'Crow's Village' without detection, not speaking a word, and, of course, she understanding what was saidnone suspecting that the Winnebago youth was no other than the principal actor in the incidents they were relating. She learning that her tormentor had followed her to Mendota, and from what he there learned became satisfied she was the one he was seeking, and was then in the village prosecuting his search. Feeling insecure, in spite of the Winnebago

paint, she had taken the precaution of making ; a comrade of Paul, as he was a man of acknowledged nerve. She knew he would protect her at any cost. But nevertheless, inending to go with the Winnebagoes to their ome, she had made use of Paul as a protector, under the ostensible purpose of seeking for the man who had promised the flour to

"Little Crow, having been over to see his Winnebago friends leave, found her with them, but now in the dress of her own sex, intending to seek protection from another tribe, which she could not get at home.

"Several years after I saw her at Redwood, Her tormentor was dead, and she had returned to end her days among the people of her own tribe. That natural feeling of longing for our native country and its people never dies in the human heart, and man will seek to return from exile at any risk,'

CALIFORNIA BRANDY.

Cost of Its Manufacture.

From the San Francisco Alta, June 30, All countries in which the grape is grown extensively produce brandy as a matter of course. The brandy of France goes to all parts of the world, and supplies a considerable portion of its revenue. There are 20,000,000 vines in California, and according to the report of the State Surveyor-General, the quantity of brandy made in 1867—the last year for which the returns have been publishedwas 160,000, including 77,000 gallons in Los Angeles, 14,000 in Solamo, 12,000 in Napa, 9000 in Santa Clara, 7000 in Eldorado, 4000 each in Sonora, Sutter, and Placer, and smaller amounts in other counties.

Last year there was a considerable increase in some of the counties, for Napa alone made 40,000 gallons in two establishments, both of which have been crected since 1867. It may be observed, incidentally, that the calendar year is not a convenient period for reporting brandy production, because it begins in the midst of the busy season. The distillation commences in October and seldom continues till April. If the Surveyor-General will instruct the county assessors to collect the brandy statistics for the fiscal year preceding the date of their reports, the figures will be later and more valuable than if gathered for the calendar year.

Brandy making is especially convenient in California, where the wines lack uniformity, the wine growers lack experience, casks are dear, interest high, and most of the grapes have an unusually large proportion of sugar and a small share of acid. Our wines generally are too strong for table use: but they contain so much the more spirit. The Mission grapes lack the tartness of the Rhine and Bordeaux vineyards, and the wine palls on the palate. Many of our vineyards are planted in situations which produce large crops, but not the most delicate flavors. For all these evils the still furnishes a remedy,

Brandy of proof strength contains 50 per centum of alcohol; our wine contains from 10 to 15 per centum of alcohol; from three and a half to five gallons of wine are consumed in making a gallon of brandy; from 12 to 16 pounds of grapes yield a gallon of wine, and therefore from 42 to 80 pounds of grapes go to a gallon of brandy. Mission grapes in the principal districts vary from one to two cents per pound. The brandy makers have, we believe, not paid more that 11 cent per pound; and they expect to make a gallon from 60 pounds, so that the raw material does not

cost more than 90 cents. There is a tax of 50 cents on every gallon when made; of \$20 per day on the still when running; 10 cents on every gallon of proof strength when sold, with a proportionate increase for strength above proof; a license of 50 a year on a small still that makes 150 barrels a year (and if it makes more, then the tax is proportionately higher); inspector's fees, that vary from 2 to 5 cents per gallon; a stamp of 2 cents per gallon; a tax of 25 cents for every new package into which liquor is put, and a license of \$200 a year for rectifyng. We believe that this is the entire list in all its main points, though many of its disgraceful and vexatious details are omitted.

Lordly Honor.

The Pall Mall Gazette, in the course of a severe though just article on recent abuses in the English House of Lords, says: -

"Is there any society in the world except in the English House of Peers in which a man judicially proved to be a a thief and a forger could take his seat unquestioned? Yet in the ordinary course of nature, we may expect at some not very distant period to see this happen if matters are allowed to remain as they are. Is it possible to imagine a more monstrous insult to public decency and to the administration of justice than the spectacle which would be afforded by a man who, having been convicted by his brother's oath of forging that brother's acceptances, should stand up in his place in the House of Lords. and, laying his hand upon his breast, declare. as an hereditary judge, that some one else was guilty, 'upon his honor?' Surely it is high time to take measures which would renler such a scandal impossible. It is only by one degree less infamous that foolish and vulgar spendthrifts should be allowed to legisate and to degrade by retaining the titles of which they have shown themselves unworthy. "The maxim 'noblesse oblige' commonly is,

and it always ought to be, true. Every one of the learned professions has its own special code of rules, and its special courts for enforcing them. An immoral clergyman, a barrister, an attorney, or a physican who transgresses the rules of his profession, a soldier or ailor who acts in a manner unbecoming of an officer and a gentleman, is liable to summary and effectual vengeance: and there can be no doubt that some such jurisdiction as is exercised by the bishops, the benchers, the Law Society, the College of Physicians, and courts. martial ought to be instituted in every case in which a particular class of men are invested with special functions, and required to come up to a special standard of honor. The House of Commons exercises such a jurisdiction over its members, for it can, if necessary, expel them: besides which, as they have from time to time to be re-elected, the very constitution of the house subjects them to a discipline far stricter than any which its exceptional jurisdiction over its members can impose. The freedom of peers from all responsibility for their general conduct to the house of which they are members is thus an anomalous exception to the rules which govern all other societies, which it is very difficult to justify, and which it is not impossible may be taken into serious consideration by a body which has already shown itself ready to make such a fundamental alteration in its constitution as is involved in the establishment

C ORNEX CHANGE BAG MANUFACTORY, JOHN T. BAILEY, N. E. corner of MARKET and WATER Streets, DEALER IN BAGS AND BAGGING Grain, Flour, Salt, Super-Phosphate of Lime, Bone-Large and small GUNNY BAGS constantly on hand. 2 % Also, WOOL SACKS. RAILROAD LINES.

READING RADIROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING

NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following boars.

MORNING ACCOMMODATION. MORNING ACCOMMODATION.

At 730 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 630 P. M.; arrives in Philadelphia at 945 P. M.—MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pettsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Burato, Wilkeabarre, Pitiston, York, Carisie, Chambersburg, Ungerslown, etc.

Ingerstown, etc.
The 730 A. M. train connects at READINA with

The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Alientown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambursburg, Pinegrove, etc. burg, Pinegrove, etc.
AFTERNOON EXPRESS.

AFTERNOON EXPRESS.

Leaves Philadelphia at 239 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at Intermediate stations; arrives in Philadelphia at 8-49 A. M. Returning, leaves Philadelphia at 8-49 P. M.; arrives in Pottstown at 6-40 P. M. READING ACCOMMODATION.

Leaves Reading at 7-30 A. M. stopping at all

READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Pulladelphia at 10:15 A. M., Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsylle at 9:A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsylle at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at

Philadelphia at 645 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. Market train, with a passenger car attached, leaves

Market train, with a passenger cur attached, leaves Philadelphia at 12:15, noon, for Pottsville and all way stations; leaves Potraville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted, Sanday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 2008 P. M.

25 P. M. CHESTER VALLEY RAILROAD.

Possengers for Downingtown and intermediate oints take the 7-30 A. M., 12-15, and 4-30 P. M. Frains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-90 and 5-95 P. M.
PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage

skippack at 645 and 845 A. M. and 1400 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegoville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1405 A. M. and 150 and 1040 P. M., and connecting at Harrisburg with Pennsylviona and Northern Central Radroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. nore, etc.

Returning Express train leaves Harrisburg on

arrival of Fennsylvania Express from Pittsburg on a 50 and 550 A. M. and 1650 P. M., passing Real-ing at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trans-P. M. Sleeping cars accompany these trains rough be, ween Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at \$5.10 A. M. and 2.05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY BAILROAD.

SCHUYLKILL VALUET BALKOAD.

Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 245 and 445 P. M.
SCHUYLKILL AND SUSQUEHANNA RALLROAD. Trains leave Auburn at 6:25 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 6:20 P. M., and from Tremont at 6:45 A. M. and 7:40 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, ading and Potistown Accommodation

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.
Good for 2000 miles, between all points, at \$52.50 each, for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for holders

only, to all points, at reduced rates,
CLERGYMEN
Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets

at half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.
Goods of all descriptions forwarded to all the above

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS

Leave Philadelphia daily at 435 A. M., 1245 noon, and 745 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Chaton, and all points beyond, BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadeiphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAHLROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND
SCRANTON. SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Dopot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:excepted), as follows:—
At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-At 945 A. M. (Express) for Bethlehern, Easton, Allentown, Mauch Chunk, Wilkesbarr e, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 1'45 P. M. (Express) for Sethlehe m, Easton, Manch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.
At 5"00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk, nd Mauch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.,
For Fort Washington at 6:45 and 10:46 A. M., and

130 P. M.
For Abington at 145, 345, 526, and 5 P. M.
For lamedate at 620 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Radiways run to the new Depot.

TRAINS ARRIVE IN PHILADD PHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8-25 A. M., 4-55 and 7-65 P. M. From Lansdate at 7-30 A. M. From Fort Washington at 9-20, 10-25 A. M., and From Abington at 2.35, 4.35, 6.45, and ip 35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9-30 A. M.

Philadelphia for Doylestown at 2 P. M.

For Abington at 7 P. M.

Boylestown for Philadelphia at 6-30 A. M.

Bethlehem for Philadelphia at 4 P. M.

Ablagton for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Kapress Office, No. 105 S. FIFTH Street.

ELLIS CLARK Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—THAE TABLE—Commmencing MONDAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington aveaue as follows.—Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Winnington for Orisfield and Intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Ossile.

Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elaton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnoila, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily, for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilminston, Newark, Elkton, North-East, Perryville, Havre-le-Grace, Perryman's, and Magnoila.

Passengers for Forfross Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with

and Wilmington
Leave Phiradelphia at 11 00 A. M., 2 30, 5 00, and
7 00 P. M. The 5 00 P. M. Train connects with
Delaware Railroad for Harrington and intermediate Stations. Leave Wilmington 6 30 and 8-16 A. M., 1-30, 4-15,

Leave Wilmington 6 35 and 8-16 A. M. 1-30, 4 15, and 7-60 P. M. The 8-10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted. From Baltimore to Philadelphia, -Leave Baltimore 7-26 A. M., Way Mail; 9-36 A. M., Express; 2-36 P. M., Express; 7-25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Bayra-de-Sirace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

mont, Linwood, and Chester

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Rullroad.

Leave Philadelphia for Port Deposit (Sandays excepted) at 790 A. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M.

The 7:00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:00 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:50 P. M., Leave Chadd's Ford for Philadelphia at 0:16 A. M. A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and Intermediate stations. Returning, will leave West Grove at 4:30 P. M.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will convert at Lamokin, Junction with the

Trains feaving Wilmington at 630 A.M. and 445 P. M. will connect at Lamokin Junction with the 7-00 A.M. and 4-30 P. M. trains for Baltimore Con-tral Baltison.

tral Railroad.
Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Siceping Cars can be secured during the day. Persons pur-chasing tickets at this office can have burgage checked at their residence by the Union Transfer

Company, H. F. KENNEY, Superintendent

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD,
TIME TABLE.
On and after MONDAY, May 3, 1859.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M.,
1, 2, 3%, 3%, 4, 435, 566, 5%, 6, 6%, 7, 8, 9, 10, 11, 12
P. M. Leave Germantown at 6, 7, 715, 8, 8:20, 0, 10, 11, 12

A. M., 1, 2, 3, 4, 4/4, 5, 5/4, 6, 6/2, 7, 8, 9, 16, 11 P. M.

The 8 20 down train and 3/4 and 5/4 up trains will
not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9/15 A. M., 2, 4/95, 7, and

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAHROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 6:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 712, 9, and 11 05 A. M., 13c, 3, 45c, 5, 5%, 654, 8 05, 10 05, and 11 5 P. M. Leave Norristown at 5 40, 6%, 7, 7 4, 9, and 11 A. M., 13c, 3, 45c, 65d, 8, and 95 P. M. The 75 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's leave of the property of the standing of the stop at Mogee's, Potts' Landing, Domino, or Schur's

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDAYS Leave Philadelphia at 9 A. M., 236, 4, and 71/4 P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11°05 A. M.,
1%, 3, 4%, 5, 5%, 6%, 8°05, 10°05, and 11% P. M.
Leave Manayunk at 6°10, 7, 7%, 8°10, 8%, and 11%
A. M., 2, 3%, 5, 6%, 8°30, and 10°P. M.
The 5 P. M. train from Philadelphia will stop

enly at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.,
Leave Manayunk at 7% A. M., 1%, 6, and 9%

P. M. W. S. WILSON, General Superiatendent, Depet, NINTH and GREEN Streets. FOR CAPE MAY, VIA WEST JERSEY KAIL. ROAD.
COMMENCING THURSDAY, JULY 1, 1869,
Leave Philadelphia, foot of Market street, as fol-

lows:—
9:00 A. M., Cape May Express, due 12:23.
3:15 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:55 P. M.
Sunday Mail Train leaves at 7:15 A. M., due 10:45.

Cape May Freight leaves Camden daily at 9 20 RETURNING, TRAINS LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Mon-

day, July 5), due 12:07.
5 00 P. M., Passenger, due 8:22 P. M.,
Sunday Mail Train leaves Cape May at 5:10 P. M. Cape May Freight Train leaves daily at 0.40 A. M. TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons. \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Care Market.

den and Cape May.

For Miliville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8-00 A. M., mail, and 3-30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia laily at 6 00 P. M. Returning, leaves Glassboro at

Commutation books of 100 checks each, at reaced rates, between Philadelphia and all stations. For Cape May, Milivilie, Vineland, etc., etc.,

For Bridgeton, Salem, and way stations, 1200 Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
71 WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 19, 1869, Trains will enve as follows:—
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-86 P. M., 7-15 and 11-30

P. M.
Leave West Chester from Depot, en East Mar.
ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10
A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 6:45 P. M.
Leave B. C. Junction for Philadelphia at 6:30 A. M.
and 1:45 P. M.
Traingle by the West Chester at 2:40

leave B. C. Junction for Filladesphia at e-30 A. M. and 1-45 P. M.

Trains leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Riddie, and Media; leaving Philadelphia at 4-35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival. arrival.
ON SUNDAYS.
Leave Philadelphia for West Chester at 8:00 A.

THE ADAMS EXPRESS COMPANY OFFICE

No. 250 CHESNUT Street, forwards Pat cale, Packs
ages, Merchandiae, Bank Notes, and Specie, atther by its
own lines or in connection with other Express Companies,
to all the principal towns and cities in the United States.

B. COLEMAN,
Super standard.

Leave Philadelphia at 7-45 A.

Leave West Chester for Philadelphia at 7-45 A.

M. and 4-46 P. M.

Leave B. C. Junction for Philadelphia at 6-00

A. M.

WILLIAM C. WHEELER,

General Superintendent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars the last car concecting with each train leaving Front and Market streets thirty privates before its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Depot.
Sleeping-car Tickets can be had on application

at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 11s Market street,

Mail Train LEAVE DEFOT, VIZ.:-

Philadelphia Express, 12 night. Frie Mail leaves daily, except Sunday, running n Saturday night to Williamsport only. On Sun-ay night passengers will leave Philadelphia at 12 Philadelphia Express leaves daily. All other

trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Cincinnati Express. 310 A. M.
Philadelphia Express 650 A. M.
Paoli Accommodat'r, S-20 A. M., 340 and 6-20 P. M. Market street. | Paol Accommodat | 1, 2 | 235 |
Frie Blail	9:35							
Fast Line	9:25							
Parkesburg Train	9:10							
Lancaster								
Eric Express	4:20							
4:20								

Erie Express
Day Express
Only E

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner unless taken by special contract. owner, unless taken by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa. 1869 - FOR NEW YORK, THE CAMDEN AND AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

YORK, AND WAY FLACES.
FROM WALNUT STREET WHARP.
At 6:30 A. M., via Camden and Amboy Accom. \$2:25
At 8 A. M., via Camden and Amboy Express., 3:00
At 2 P. M., via Camden and Amboy Express., 3:00
At 6 P. M., for Amboy and intermediate stations.
At 6:36 and 8 A. M. avd 2 P. M., for Frechold.
At 8 A. M. and 2 P. M. for Long Branch and
points on R. and D. B. R. R.
At 8 and 10 A. M. 12 M. 2.330 and 4:30 P. M. for At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Bevorly, and Delanco.

At 0 30 and 10 A. M., 12 M., 3 89, 4 30, 6, 7, and 11 30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fin House, and 2 P. M. for Riverton. The 11 30 P. M. Bue leaves Market Street Ferry

(upper side).

PROM RENSINGTON DEPOT.

At 11 A. 31, via Kensington and Jersey City,
New York Express Line. Fare, 83.

At 7-32 and 11 A. M., 2-30, 3-30, and 5 P. M. for
Treaton and Bristol, and at 10 15 A. M. and 6 P. M.
for Bristol. and 11 A. M., 230 and 5 P. M. for Morris-At 739 and 11 A. M., 230 and 5 P. M. for Morris-ville and Tullytown. At 530 and 10 15 A. M., and 2 30, 5, and 6 P. M. for Schenek's and Eddington. At 730 and 10 15 A. M., 2 30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sing ming, Bridesburg, and Frankford, and at 8 P.

in mbg. Bridesburg, and Frankfors, and at 8 P.
M. for Holmesburg and intermediate stations.

From WEST PHILADELPHIA DEPOT,

Via Connecting Railway.

At 9 30 A. M., 1 20, 4, 6 45, and 12 P. M. New York

Extress Lines, via Jersey City. Fare, \$3 25.

At 11 3) P. M., Emigrant Line. Fare, \$2.

At 9 30 A. M., 1 20, 4, 6 46, and 12 P. M. for Tren-

ton.
At 0:30 A. M., 4, 0:45, and 12 P. M. for Bristol.
At 12 P. M. (Nigat), for Morrisville, Tuliytown,
Schenek's, Eddington, Cornwell's, Torrestale,
Holmesburg, Tacony, Wissinoming, Bridesburg, The west A.M., 6:45 and 12 P.M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DIFFOT.
At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Etmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose,
Wilkesbarre, Schooley's Mountain, etc.
At 7-30 A. M. and 3-30 P. M. for Scranton,
Strendsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line
copports direct with the train leaving Easton for
M'anon Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate stations
CAMDEN AND BURLINGTON COUNTY AND
PIMBERTON AND HIGHUSTOWN RAIL.

MBERTON AND HIGHTSTOWN RAIL. FIMBURTON AND HIGHTSTOWN RAILROADS,
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-33, 5, and 6-30 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Helly, Smithville, Ewansville,
Vincentown, Hirmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-

At 10 A. M., for Lewistown, Wrightstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 F. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WILLIAM H. GATZMER, Agont.

CHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.

TAKES EFFECT JULY 1, 1869. Through trains leave Vine Street Ferry as fol-

An extra Express train (through in 134 hours) will leave Vine Street Ferry every Saturday at 200 c. M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-Ateo Accommodation 10:15 A. M. Haddonfield do. 2:00 P. M. Hammonton do. 5:45 A. M. Returning, leave Hammonton. SUNDAY MAIL TRAIN 5.40 A. M. for the day and train on which they are is-

Additional ticket offices have been located in the resaing rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 20 D. H. MUNDY, Agent. PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBUEG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL.

VANIA,

Elegant Sicepins Cars on all Night Trains.

On and after MONDAY, April 20, 1900, the trains
on the Philadelphia and Eric Halfroad will run as

MAIL TRAIN leaves Erie . 11 15 A. M. Williamsport . 12 20 A. M. Williamsport 12:20 A.M.
arrives at Philadelphia 9:25 A.M.
ERIE EXPRESS leaves Erie 6:25 P.M.
Williamsport 7:56 A.M.
arrives at Philadelphia 4:10 P.M. Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.

ALFRED L. TYLER.

General Superintendent

AUD TION SALES. THOMAS BIRCH & SON, AUCTIONISERS AND COMMISSION MURCHANTS, No. 1146 CHESNUT Street, rear entrance No. 1167 Sansom street.

Sale at the Auction Store, No. 110 Knowest street.

Superson Parlock, Chamber, Library, And Dining-room Furniture, Brussels and Other Parlock, Chamber, Library, And Dining-room Furniture, Brussels and Other Carpets, Mantel, And Pirk Glasser, Rosewood Piand Forre, Repaid Grators and Water Coolers, Silver Plated Ware and Outlery, Brussels, Sk. Cond Hand Furniture, Etc.

On Friday Morning.

At 9 o'clock, at No. 110 Chasant street, will be said a large assortment of superior new and second hand house, hold furniture, compred with phish, rope, and b ir cloth, it suits of walnut chamber furniture, of various styles, finished in oil, walnut and oak dining-room furniture, foreseed pland forte, by Moyer, mantel and pior glasses, Russels, ingrain, and Venchad carpets. China, glass, and plated ware, refrigarators, velocipedes, paintings and cagravings, coe.

The furniture is now attanced for availablation with and engravings, ctc.
The lumiture is now arranged for examination, with
7 21 26

M. THOMAS & SONS, NOS. 139 AND 141

Salent the Auction Rooms, No. 128 and 141 S. Fourth at, SUPERIOR HOUSEHOLD FURNITURE, FIRE-PROOF SAFES, CARPETS, ETC.
On Thursday Morning,
July 22, at 8 o'clock, at the auction rooms, by catalogue, a large assortment of walnut parior, chamber, fibrary, and dining room furniture, cottage chamber suits, mirrors, bookcares, extension tables, hat stands, hair mattresses, tentier bods, chim and glassware, office furniture, two fire-proof safes, made by Farred & Herring; refrigerators, sewing machines, show cases, stoves, carpets, matting, te, etc.

Also, compound microscope, with six objective glasses. Also, compound mignetic machine. 730 % MARTIN BROTHERS, AUCTIONEERS, 74. (Lately Salesman for M. Thomas & Sons.)
No. 5239 OHESNUT Street, rear entrance from Mineral C. D. McCLEES & CO., AUCTIONEERS,

PUNTING, DURBOROW & CO., AUCTION-EERS, No. 232 and 234 MARKET Street, corner of Bank etreet. Supermore to John R. Myses & Co. L PPINCOTT, SON & CO., AUCTIONEERS, No. 246 MARKET Street. Becorres art Gallery, No. 102d CHESKUE KEENAN, SON & CO., AUCTIONEERS, NO

SHIPPING.

CHY OF THE RESIDENCE OF PASSAGE.

BY THE MAIL. STRANDS SALINDS SALINDS.

CHY OF LONDON. SALINDAY, July 24, at 1 P. M.

City of Bairmore, via Halifax, Tuesday, July 27, at 1 P. M.

City of Bricklyn, Salunday, July 31, at 11 A. M.

City of Washington, Salunday, August 7, at 1 P. M.

City of Cork, via Halifax, Tuesday, August 10, at 11 P. M.

And catch succeeding Salunday and alternate Tuesday, from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STRANDS SALING EVERY SATURDAY.

| RATES OF PASSAGE | RATURDAY | Payable in Gold | Payable in Gold | Payable in Gurrency | FIRST CABIN | \$100 | STEER AGE | \$25 | To London | 105 | To London | 40 | To Paris | 115 | To Paris | 47 | PASSAGE BY THE TRESDAY STRAMER, VIA RALDAX | 47 | PASSAGE BY THE TRESDAY STRAMER, VIA RALDAX | 47 | PASSAGE BY THE TRESDAY STRAMER, VIA RALDAX | 47 | PASSAGE BY THE TRESDAY STRAMER, VIA RALDAX | 47 | PASSAGE BY THE TRESDAY STRAMER, VIA RALDAX | 47 | PASSAGE BY THE TRESDAY STRAMER, VIA RALDAX | 48 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 47 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 47 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 48 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 48 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 48 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 49 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 49 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 49 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 49 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 49 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 49 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 40 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 40 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 40 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 40 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 40 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 41 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 41 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | 41 | PASSAGE BY THE TRESDAY STRAMER | VIA RALDAX | V Payable inGeld. Payable in Gurrency. Payable in Geld. Payable in Currency.

Liverpool. \$30

Halifax \$1 | Halifax \$15

St. John's, N. F., 15

By Branch Steamer. 5 by Branch Steamer 50

Passengers forwarded to Havre, Hamburg, Bremon, of a reclused roles.

Toklets can be bought here at moderate rates by persens wishing to send for their friends.

For further information apply at the Company's Offices.

JOHN G. DALE, Agent, N. 15 BROADWAY, N. Y., or to ODONNELL & FAULK, Agents, 4 5 No. 41 CHESNUT Street, Philadelphia,

CHARLESTON, S. C. THE SOUTH AND SOUTHWEST.

FAST FREIGT LINE,

EVERY THURSDAY.

The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Snyder, WHLL FORM A REGULAR WEEKLY LINE, The steamship PROMETHEUS will sail on THURSDAY, July 22, at 4 P. M., from Pier No. 17, below Spruce street.

Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest. Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to E. A. SOUDER & CO., 2 2217 DOCK STREET WHARF.

ONLY DIRECT LINE TO FRANCE HETWEES NEW YORK AND HAVRE, CALLING AT

PRICE OF PASSAGE in gold (including wine),
TO BREST OR HAVRE.

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE,
THE SOUTH AND WEST,
EVERY SATURDAY.
Al neon, from FIRST WHARF above MARKET

Street.
THROUGH RATES to all points in North and South Carolina, via Scabbard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va. Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and clicapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.

Steamships insured at the lowest rates.

Steamships insured at the lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 12 S. WHARVES and Pier t N. WHARVES,

W. P. PORTER, Agent at Richmond and City Point,

T. P. CROWELL & CO., Agents at Noriolk.

6 15

LORILLARD'S STEAMSHIP Sailing on Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES.

Freight by this line taken at 12 cents per 100 pounds, 4 cents per foot, or 1 cents per gallon, ship's option. Ad-cance charges cashed at office on Pier. Freight received it all times on covered wharf. Pior 19 North Wharves N. B. Fatra rates on small packages iron, metal, etc.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Ganal, with connections at Alexandria from the most direct route for lynchburg, Bristol, Knoxville, Nashville, Dalton, and the

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily,
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves,
HVDE & TVLER, Agents, at Georgetown: M.
ELDRIDGE & CO., Agents at Alexandria.

NOTICE.—FOR NEW YORK, VIA

Large Raman Notice.—FOR NEW YORK, VIA

Large Raman Notice.

Notice.—FOR NEW YORK, VIA

Large Raman Notice Raman Canal.

The Chiral PEST and QUICK EST water communication between Philadelphia and New York.

Steamers leave daily from first winary below Market at rect, Philadelphia, and foot of Wall street, New York.

Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.

Freight received and forwarded on accommodating terms.

WILLIAM P. CLYDE & GO. Agents.

No. 12 S. DELAWARE Avanue, Philadelphia.

JAMPS HAND, Agent.

No. 19 WALL Street, New York.

NOTICE.—FOR NEW YORK, VIA
Delaware and Raritan Canal, SWIFTSURE
TRANSPORTATION COMPANY.—DESTRANSPORTATION COMPANY.—DESTRANSPORTATION OF THE STATE OF THE STAT

WOODLANDS CEMETERY COMPANY.—
elected further year lead.

ELI K. PRICK. President.

William H. Moore,
Samuel S. Moore,
Galhes Dellett,
Edwin Greble,
Booretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Let-holders and Visitors to present tickets at the entrance
for admission to the Cemeters. Tickets may be had at the
Office of the Company, No. 813 ARCH Street, or of anyof
the Managers.